

(d) Each strainer must be accessible for inspection and cleaning.

[Amdt. 23-17, 41 FR 55465, Dec. 20, 1976, as amended by Amdt. 23-43, 58 FR 18973, Apr. 9, 1993]

§ 23.979 Pressure fueling systems.

For pressure fueling systems, the following apply:

(a) Each pressure fueling system fuel manifold connection must have means to prevent the escape of hazardous quantities of fuel from the system if the fuel entry valve fails.

(b) An automatic shutoff means must be provided to prevent the quantity of fuel in each tank from exceeding the maximum quantity approved for that tank. This means must—

(1) Allow checking for proper shutoff operation before each fueling of the tank; and

(2) For commuter category airplanes, indicate at each fueling station, a failure of the shutoff means to stop the fuel flow at the maximum quantity approved for that tank.

(c) A means must be provided to prevent damage to the fuel system in the event of failure of the automatic shutoff means prescribed in paragraph (b) of this section.

(d) All parts of the fuel system up to the tank which are subjected to fueling pressures must have a proof pressure of 1.33 times, and an ultimate pressure of at least 2.0 times, the surge pressure likely to occur during fueling.

[Amdt. 23-14, 38 FR 31823, Nov. 19, 1973, as amended by Amdt. 23-51, 61 FR 5137, Feb. 9, 1996]

FUEL SYSTEM COMPONENTS

§ 23.991 Fuel pumps.

(a) *Main pumps.* For main pumps, the following apply:

(1) For reciprocating engine installations having fuel pumps to supply fuel to the engine, at least one pump for each engine must be directly driven by the engine and must meet § 23.955. This pump is a main pump.

(2) For turbine engine installations, each fuel pump required for proper engine operation, or required to meet the fuel system requirements of this subpart (other than those in paragraph (b)

of this section), is a main pump. In addition—

(i) There must be at least one main pump for each turbine engine;

(ii) The power supply for the main pump for each engine must be independent of the power supply for each main pump for any other engine; and

(iii) For each main pump, provision must be made to allow the bypass of each positive displacement fuel pump other than a fuel injection pump approved as part of the engine.

(b) *Emergency pumps.* There must be an emergency pump immediately available to supply fuel to the engine if any main pump (other than a fuel injection pump approved as part of an engine) fails. The power supply for each emergency pump must be independent of the power supply for each corresponding main pump.

(c) *Warning means.* If both the main pump and emergency pump operate continuously, there must be a means to indicate to the appropriate flight crewmembers a malfunction of either pump.

(d) Operation of any fuel pump may not affect engine operation so as to create a hazard, regardless of the engine power or thrust setting or the functional status of any other fuel pump.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-7, 34 FR 13093, Aug. 13, 1969; Amdt. 23-26, 45 FR 60171, Sept. 11, 1980; Amdt. 23-43, 58 FR 18973, Apr. 9, 1993]

§ 23.993 Fuel system lines and fittings.

(a) Each fuel line must be installed and supported to prevent excessive vibration and to withstand loads due to fuel pressure and accelerated flight conditions.

(b) Each fuel line connected to components of the airplane between which relative motion could exist must have provisions for flexibility.

(c) Each flexible connection in fuel lines that may be under pressure and subjected to axial loading must use flexible hose assemblies.

(d) Each flexible hose must be shown to be suitable for the particular application.

(e) No flexible hose that might be adversely affected by exposure to high